

MARINE AFFAIRS.

BURNING OF THE BARK AMY.
The bark Amy of Boston, Capt. Hammond, from Apalachicola, bound to Norwich, Conn., put into the port on Sunday in distress. She was struck by high wind on the 14th inst., the boat, descending the main channel and passing into the harbor, was driven ashore, striking on a point of coral. The Quakerine ground on Sunday afternoon, and Capt. Hammond came up on the city for assistance. He made application to the city authorities for permission to allow his vessel to be towed up to the city. In the absence of the Mayor Aid, Gilliland gave the necessary permit, and the tug Amy Aid, Capt. Payne, was engaged to tow the Amy up to the city.

She was made fast to the wharf about 11 o'clock last night, and shortly after our energetic firemen were dispatched, and employed in flooding her with water. Captain H. made an arrangement with the Chief of the Department of Public Works, to have the bark towed to the city wharf, and the cargo landed.

sent for the services of his brigades, as sailors, for a percent upon the amount of property saved. An arrow was written, the water being poured into her in great abundance and before daylight, no doubt, the devouring element will be entirely quenched. The Amy called at Apalachicola, May 28, for Norwich, with 702 bbls of upland cotton. The fire spread rapidly and was confined to the between decks, all of the mainmast.

[Charleston Courier, 12th.]

A dispatch from Charleston, June 13, says the bark Amy had been filled with water, and it was their intention to pump her out that afternoon. It is supposed that the vessel is not injured to the extent of more than \$1,000, but the cargo is very much damaged.

REWARDING A SHIPMASTER.

Capt. Samuel L. Spencer of the London packet ship Daniel Webster rescued the crew of the British ship United Kingdom, of Belfast, twenty-nine in number, in the month of November, 1838. Her Master

government has recently presented him with a gold chronometer, valued at four hundred dollars, accompanied with a letter of thanks from the British Minister at Washington for his heroic conduct.

THE YACHT COMPRISES.

This new and beautiful vessel, which her port yesterday day, is six days from New-York. She was built at Port Jiferson, Long Island, by Mr. Rowland, for gentleman of New-Orleans, who intends using her as pleasure-boat on the waters of Lake Pontchartrain, the Gulf of Mexico, &c. She is fitted up with every convenience that can make a sea-voyage agreeable to eighty tons and beautiful model. She will remain at New-Orleans till the 15th inst. when she will remain for a day or two and then return to New-York.

[Charleston Courier, June 13.]

THE YACHT ZINGA.

This fine yacht, owned by William W. Thomas, esq.

of New York which paid its visits last season, arrived on our waters on Thursday last, and sailed for the Vineyard, returning here yesterday. They were hospitably received by Edgartown, where they spent the Sabbath and attended church. On their voyage they caught about 120 bluefish. The Zinga sails about noon to-day for New York.

[New-Bedford Standard, June 14.]

NARROW ESCAPE OF A DIVER.

Capt. Glennie, a noted diver in the service of the St. John's Diving Company, had a very narrow escape from death near St. John, N. B., on Saturday last. A letter to one of the Boston owners of the Company, gives the following particulars of the occurrence:

"Capt. Glennie had been under water for two hours looking for a mooring anchor, and had just decided to come up, when the hose burst in the boat, and the air once again, the pressure of the water against his

drawn from the blood from the lower part of his body, he had a head ache which was relieved by the application of ice. A new drum was created. His head swelled to nearly double its size, and the blood rushed out through every pore. He was drawn up immediately—say in about one minute—but was wholly insensible, and those present thought him dead. He was completely healed. It is also said that he came to his senses, vomited up some blood, and commenced to improve. He has been doing well ever since, and I hope will be able to leave his bed in a week or ten days. He has had a very narrow escape from death."

DEPARTMENT OF THE GENERAL ADMIRAL.

The Russian steam frigate General Admiral sailed yesterday for Cherbourg and Cronstadt, under command of Capt. Comstock of the United States Navy who navigates her to her destination. At 12 o'clock the passengers, twelve in number, among whom were Mr. Webb, the builder of the General Admiral, and family, went on board. The steamer James A. Stevenson

ens subsequently took Capt. Comstock, Capt. Schenck and Capt. Schenck, and the other Russian Navy officers, with a select party of visitors, on board the General Admiral, which was lying out in the straits of the Narrows. The party then proceeded to the Bay, accompanied by the James A. Stevens, by which the guests subsequently returned.

COUF DE SORREL.—The first case of sunstroke in the city this Summer, occurred in Fifty-seventh street, near Broadway, on Wednesday afternoon. Findley Cole, a member of Engine Company, No. 13, while running to a fire, was overcome with the excessive heat, and fell to the pavement. He received prompt medical attendance, and was subsequently conveyed to his residence, No. 234 West Thirty-seventh street, by his friends.

HINTS TO TRAVELERS.

From Hall's Journal of Health.

Take one-fourth more money than your actual estimated expenses.

Acquaint yourself with the geography of the route and region of travel.

Have a good supply of change, and have no bill or piece higher than ten dollars, that you may not take counterfeit change.

No baggage is to be have but a single article of luggage to look after.

Dress substantially; better be too hot for two or three hours at noon, than to be too cool for the remainder of the twenty-four.

Be prepared on all circumstances, to be at the place of starting fifteen or twenty minutes before the time thus allowing for unavoidable or unanticipated detour on the way.

Do not commence a day's travel before breakfast, even if that has to be eaten at daylight. Dismiss your supper, but, can be more heartfully dispensed with than a good, warm breakfast.

Put your purse and watch in your vest pocket, and put all under your pillow, and you will not be likely to leave either.

If, if not, accuse fastening of your chamber door is a common bolt on the inside; if there is no lock the door, turn the key so that it can be drawn partly out; and put the wash-basin under it; then, on attempt to use a jimmy or put in another key, will push it out, and cause a racket, and draw the crowd.

Be sure to ascertain to rouse the sleeper around the robber.

A siren's sardonic eaten leisurely in the care better for you than a dollar dinner boiled at a "station."

Take with you a month's supply of patience, and always think thirteen times before you reply once to any supposed rudeness, or insult, or intonation.

Do not suppose yourself specially and designedly neglected, if waiters are slow, or do bring you the food, or if waiters are double quick time; nothing is justified mark the well-bred man as a quiet waiting on most occasions; passion proves the puppy.

Do not allow yourself to converse in a tone too enough to be heard by a person at two or three paces from you. It is a mark of a gentleman to be able to converse in a low tone of refinement and lady-like delicacy, if in a woman. A gentleman is not noisy; ladies are serious. Comply cheerfully and gracefully with the customs of the conveyance in which you travel, and of the place where you stop.

Remember, by exhibiting the manners of a gentleman and a lady, if you wish to be treated as such, and then you will receive the respect of others.

Travel is a great leveller; take the position which others assign you from your conduct, rather than from your pretensions.

DEPARTURE OF THE FIRST TRAIN FOR FRASER RIVER.—Yesterday afternoon, at 2 o'clock, the Fraser River gold hunting and Saw-katchwan exploring expedition, struck their tents and started for the Pacific via Red River, Pembina, and the Hudson's Bay Co.'s post in British Columbia. A portion of the party has been here some time past on the prairie, near the

residence of Col. William H. Nobles." At the time the sailing the company was not complete, but it will be joined by recruits at different points on the route between this city and St. Cloud, where it is the purpose of Col. Nobles to leave the Mississippi, and sail westward for Red River. [St. Paul Pioneer, Jan 11]